

Pictures of Grain Handling and Processing Plants symbolize Commerce and Industry in the minds of the public. Were this not so industrial concerns in unrelated fields would not so frequently show pictures or sketches thereof in their advertising, their calendars, and what not. . . . A towering yard-stick with which to measure their own stature, pictures of Grain Plants also symbolize the bountiful fruits of Nature—for within their strong walls safely rests the very essence of life for mouths that will be hungry months hence—here, there, and everywhere.

While we are naturally quite partial to outstanding shots, the above striking view of Van Dusen-Harrington's "Pioneer Steel" elevator in northeastern Minneapolis is particularly stimulating. The photographer must have been "tops" to catch the shadows and highlights as he did—and we know that you, too, will enjoy looking at his symbolic artistry again and again.

Grain

THE MAGAZINE OF PLANT MANAGEMENT AND OPERATION

October, 1946

MERCURY SWITCH PREVENTS CLOGGING SCREW CONVEYOR

The accompanying sketch shows a mercury switch installed at the end of our green malt conveyor for the purpose of shutting off the motors should a tank fill up and there be no outlet for the material moving in the conveyor.

On several occasions before we installed this switch we have had our

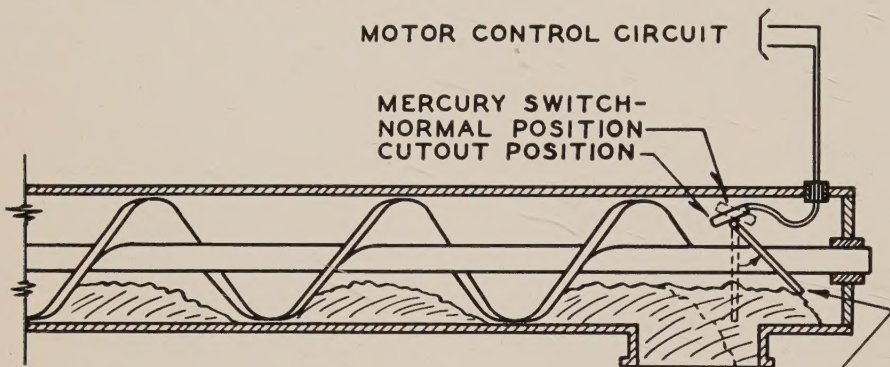
of material at its source if possible, rather than just the immediate conveyor.—M. G. Kellett, Superintendent, Great Western Malting Co., Inc., Vancouver, Washington.

She: "Did I ever show you the place where I hurt my hip?"

He: "N-no."

She: "All right, we'll drive over there."

MOTOR CONTROL CIRCUIT



SAFETY DEVICE ON CONVEYOR TO STOP MOTOR IF BLOCK DEVELOPS AND MATERIAL IS BANKED UP IN CONVEYOR FROM CAUSE SUCH AS A TANK FILLING ALONG THE CONVEYOR LINE.

screw conveyor badly damaged by pressure of material being handled by the conveyor when there was no outlet for it either through an error on the part of the men or the filling up of a tank.

This mercury switch should, of course, be used to control the flow

The actor, married and divorced five times in three years, came to the minister with his sixth bride. It was the same minister who had married the actor on previous occasions.

After the ceremony was completed the actor reached into his wallet, but the clergyman waved the money aside.

"Not this time," he said. "This one is on the house!"

MORE ON OPENING GATES

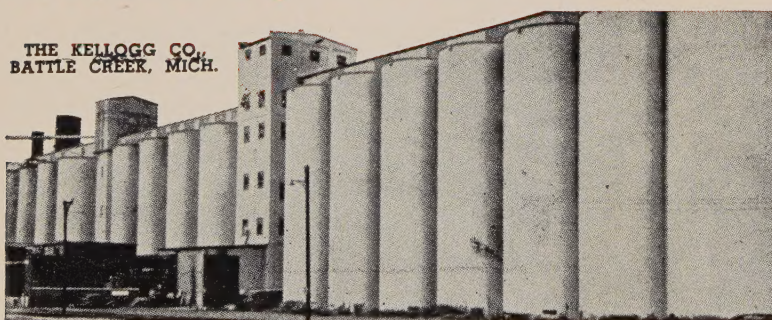
In connection with the air cylinders used for opening gates in conveyors and bins, the application illustrated in a previous issue of *GRAIN* would be useful in connection with conveying and storing of various coal, rock, and other bulk materials where positive opening and closing of gates is all that was required.

I did not show the sizes of the cylinders, as the size would be determined by the size of the conveyor gate or bin gate that was to be handled. However, the principle is the same in all cases. It is very simple and positive in its action. Also we have made no attempt to graduate the opening for blending purposes, although I believe this could be done if required.

Needless to say, we are using this air system here to very great advantage, and presume if it is of advantage to us, it would also be of advantage to others.—M. G. Kellett, Superintendent, Great Western Malting Co., Inc., Vancouver, Wash.

FIRMS that spend money to build good will are less likely to do anything that might nullify the effect of their advertising than firms making no such investment. It will pay readers to trade with GRAIN advertisers.

180,000 Sq. Feet of Surface renewed with GUNITE and SURFACITE!



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Boxcars—Where Are They?

With a 30 per cent increase in grain production, and varying boosts in other items handled by the railroads, Robert S. Henry tells you in this authoritative article when you may expect relief from the boxcar shortage and what you can do to help yourself and other shippers in the interim. Assistant to the President of the Association of American Railroads, Mr. Henry's remarks are the latest data of interest to you.

WHERE are the boxcars and what are they doing?

The answer to that question is that the boxcars are working harder than ever before, carrying more loads per day and per week than were ever carried by boxcars before in our history—and still not able to meet the demand to the full.

This year of 1946 is the peak year of all time for the use of boxcars, and these current weeks are the peak weeks of that year. It could hardly be otherwise when the ten principal grain crops are estimated to have yielded 5½% more than in the preceding record year, and 30% more than the ten-year average. And the grain movement is but one of the record demands being made for boxcar service.

To meet these demands, as far as they may be met, the boxcar fleet of the American railroads is handling 400,000 loaded cars a week—a figure which was not attained even in the years when there were a quarter of a million more boxcars in service than there are now.

But even though more boxcar freight is being loaded and moved each week than ever before, the supply is short of the demand. Of the resulting shortages there is but one good thing to say—that they are well distributed over the country. The fact is that the railroads and shippers, working together, are doing more but there are fewer box cars with which to do it.

The wear and tear of the war has

taken its toll, both in the number of boxcars available, and in their condition. This year, cars have gone out of service faster than new cars could be built to replace them, with the result that there are now 15,000 fewer boxcars than there were a year ago with which to meet the soaring demands of commerce and agriculture.

But what you want, I know, is boxcars, not explanations. Let's take a look, then, to see what the prospects are for car supply in the months ahead, and what is being done to meet your needs.

Material Shortages Delaying New Cars

FIRST, there is the matter of increasing the supply of cars. At the beginning of this year the railroads had on order 17,219 boxcars. Deliveries from the builders, slowed up for reasons with which you are all somewhat familiar, totaled 15,293 during the first ten months of the year. During the same months the railroads placed additional orders for 28,250 boxcars, and there are now on order 29,176—or about 20 months' output of the carbuilders at the rate of this year's deliveries. There is some hope that shortages of materials and parts may be sufficiently relieved to speed up this rate of delivery, but obviously there cannot be enough new cars delivered in the next few weeks, or even the next few months, to affect materially the present situation.

What, then, about the repair of existing cars? The railroad car re-

DON'T BE AN ACCIDENTEE!



pair shops have been hampered by some of the same shortages which affected the car manufacturing shop. Nevertheless, the railroads have been able to hold the percentage of boxcars needing repair down to about 4%, which is considerably lower than what we used to think was the practicable minimum of bad order boxcars.

Nevertheless, it is perfectly apparent that no great increase in the supply of cars is in sight in the near future. It results therefore that we—and by “we” I mean not only the railroads but the railroads, the shippers and the receivers of freight, all working together—that we shall have to get more use out of what we have.

The first responsibility and obligation for doing this properly falls upon the railroads themselves, and special effort is being made in that direction. A little more than a month ago when ODT order No. 18 was liberalized and made more elastic, the railroads had on hand at freight transfers 16,211 boxcars which had been held for working more than 24 hours. Partly this was due to the physical limitations of the transfers and freight houses, and partly to shortages of help. With the liberal-

ization of ODT 18, however, the railroads were able in one month to reduce the number of cars held beyond the current 24-hours from 16,211 to 7,258. This improvement continues and the number of cars delayed at transfers will be brought still lower, which is just the same as adding that many cars to the supply.

Boost Supply In Every Way

THE railroads, and especially the Car Service Division of the Association of American Railroads, have special responsibilities in connection with the distribution of the boxcar supply. Under the orders of the Car

Service Division, Eastern railroads delivered to the principal grain carrying roads of the West an average of 273 empty boxcars per day in the month of October.

In the current month of November this was stepped up nearly two and one-half times, to an average of 676 cars per day while outstanding Car Service Division orders have set up for the immediate future an average movement of 915 empties per day from the East to the West. This flow of empties, of course, is in addition to the cars which come West loaded, and are unloaded in this section and made available for loading.

Conversely, the orders of the Car Service Division do not permit cars which are or can be made serviceable for loading in this section to move from West to East empty. Rough box cars are being upgraded to cars suitable for merchandise; merchandise cars, to grain cars.

Railroads are improving their terminal performance, are pulling the rip tracks more frequently and more promptly, and are attempting in every way to tighten up their performance and do their part in getting the most out of the existing boxcar supply—although railroad men would be the first to admit that there is room for improvement in their performance.

The shipper and receiver of freight, and especially grain, has his part to play in this task also. The alert and cooperative shipper is doing his utmost to afford prompt inspection and prompt disposition of cars, prompt unloading and prompt loading. The shippers who are alive to the situation are not going by the rule book always, in taking all the free time which the tariffs allow. They are doing their part in getting more and more work out of each car.

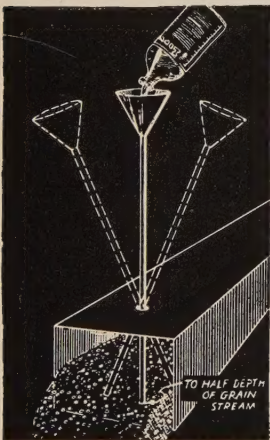
The result is that since the summer months an average of more than a day has been saved in the turnaround time of boxcars. Approximately one-half day has been saved in the present month of November, as compared with the month just before. If it were at all possible to save another half day, the saving would go a long way toward meeting the present difficult situation.

I am not here to promise you that the railroads, or the railroads and shippers working together, will be able to meet demands 100% currently, at least not for a long time to come. Indeed, I do not anticipate that we ever shall, or really that we should, have a car supply sufficient to meet 100% currently the loading demands of the peak weeks of the peak year of all time. To do so would be to create a transportation capacity which could not be put to use during most of the weeks of most of the years, but which during those weeks would be eating its head off in idleness, and that's not what either the shippers or the railroads want.

I do anticipate, however, that with continued cooperation between carriers and shippers, with continued tightening up on the thousand-and-one details of transportation operation, with the continued and successful effort to do more with what we have and what we can get in the way of boxcars, the major and essential needs of the nation will be met.

Take the EVIL out of WEEVIL

Granary and mice weevil, the bugaboo of grain men, *can be controlled effectively. Larvacide does the trick at low cost, also taking care of Lesser Grain Borer, Saw-Toothed Grain Beetle, Flat Grain Beetle, Mediterranean Flour Moth and Grain Mites.*



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Rodents need special attention at this season. Your treatment for insects also helps on rats. Or Larvacide in light economical dosage with overnight exposure kills rats and mice without carcass nuisance.

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Maybe You Don't Know It, But—

He's "*Fer*" You — Not "*Agin*" You!

*Insists CHARLES E. HARBIN, Manager
Underwriters Grain Association, Chicago
Before Society of Grain Elevator Superintendents*

WHEN I was asked to address you I made the request that I be permitted to choose my own subject, as I have not forgotten some years ago in Minneapolis when I had the temerity to mount a platform before you and attempt to tell you about "Dust Control and Elevator Construction." I have more and more come to the conclusion that the results were about the same as if the buck private had tried to tell the general about military tactics. I do not wish to make such a mistake again. (Laughter.)

Back in 1920 I started out as an inspector for an insurance rating bureau with all the greenness of any neophyte. The adventures that have befallen me since that time have ranged from ludicrousness to solid hard knocks, which, in better hands, would make an interesting subject on which to speak. However, I shall not attempt to reminisce, but do wish to give you some thoughts that have come to my attention regarding inspection work and inspectors that may clear up some of the more common misunderstandings between management and inspectors in general.

In every walk of life there are men who do not fit in—the square peg in the round hole. Such men do not last long in whatever position they may be trying to fill, but often they do considerable damage before it is discovered that they are not adaptable to their position. Inspection work is no exception to this rule.

Real Job To Fill

TO be a good inspector a man must have a keen sense of observation, a knowledge of his subject, the patience to do a multiplicity of detail work, tact to get along with those with whom he must come in contact, and the firmness to insist on his recommendations being complied with.

Very few men have all of these attributes—and inspectors must be selected from those having the required requisites in the highest degree. Even then training is necessary and mistakes have to be rectified—some of which may have caused irritation on

HAVE YOU AN ANTI-CHOKE DEVICE?

Have you an anti-choke device in operation in your plant?

Four of the last six devastating fires have, according to Charles E. Harbin of the Underwriters' Grain Association, originated with chokes. Thus any simple, fool-proof device which will prevent further losses from this source are the big problem of the moment.

Remarks credited to new workmen who saw a head-pulley turning in their plants but the belt standing still are unbelievably ludicrous, and reflect the difficult educational job heretofore necessary with each new employee—which condition will continue until the labor situation eases.

Mr. M. G. Kellett, Superintendent of the Great Western Malting Co., Inc., Vancouver, Wash., has contributed several meritorious ideas and illustrations of the methods he has successfully used in preventing chokes in screw conveyors, so now let's have your ideas on solving the same problem in legs. No fancy writing or drawings are necessary—we'll do the work if you'll give us your version of the answer to this threatening problem.

the part of the management of the inspected plant.

I have given these details in order to give you some idea of the difficul-

ties of putting a man in the field who can qualify as a competent inspector. I do not wish to infer that any inspector is infallible or not subject to error. I do contend, however, that the well-trained inspector will habitually perform in a highly acceptable and competent manner.

It is customary for new and inexperienced inspectors to be assigned to simple, small value risks, gradually being given more complicated assignments as they improve and get a more thorough understanding of their work. As you all represent high value and high hazard risks, your contacts will be with the more competent and experienced inspectors. It is these men that I wish to commend to you as friends—they who can indeed be helpful if you will cooperate with them and comply with their recommendations as far as possible.

In your plant you are responsible for the maintenance and preservation of the property. You are responsible for the safety of the men working for you. In ordinary times your very livelihood depends in many cases on your plant continuing in operation. It is your job, therefore, to do everything possible to maintain your premises in the best and safest possible condition.

Gambling With High Stakes On Your Ability

THE insurance companies who send inspectors to your plant are gambling, often with high stakes, that you are going to look after your job properly. They are interested in your plant, not to the point where insolvency is threatened—as it might be in your own case, but nevertheless to such an extent that heavy financial loss could occur should you fail in your responsibilities.

Furthermore, they are anxious to help you, and they employ the best

possible men to inspect, to call attention to hazards which through over-familiarity you could easily overlook, and to check the property generally for correctible hazards. Their interests and your interests are one—the preservation of property and the safeguarding of lives—they to protect the investment of their employer and you to preserve your home and maintain your usual standard of living. After all, yours is the bigger stake.

One of the criticisms often heard of an inspector is that he must find something to “turn-in” on every inspection and that he will go out of his

way to “pick on” something inconsequential.

I have never heard of such instructions being given to any inspector; contrarywise, I know that we are well pleased when we receive reports with no criticisms. We have complete confidence in our men and we know that when the property is given a clean bill of health that it is a safe risk and as free from hazard as a risk of its type of construction can reasonably be expected to be. We know that other organizations maintaining inspection service have similar ideas.

Deterioration and Research Govern Recommendations

ANOTHER criticism of inspectors is “that certain conditions have existed for years—why ask to have them changed now?”

There are four good answers to such a question: (1) Deterioration through the years may make an originally safe installation hazardous, and (2) Accumulated knowledge derived from constant study and experience has shown that something originally considered to be of little hazard is actually a potential fire or accident breeder.

The science of fire and accident prevention has not stood still. Busy laboratories are continually making tests and experiments and thus determining the actual hazards in connection with various machines or processes.

The inspector has access to this information. He studies it and applies it to the hazards of your plant, thus bringing to you a knowledge that you do not have either the time or the facilities to obtain. Thus he brings to you expert knowledge. The recommendation he makes today—and did not make last month or last year—is often due to this accumulated knowledge.

Another point that might influence such recommendations is that the inspector is in your plant for only a comparatively short time, and even though he makes regular calls on you it is quite possible that he may have gone for months or even years without seeing some particular machine or process in operation—and when he does see it he recognizes some removable hazard.

I have in mind a certain plant where cleaners were closely grouped but which I had never seen in operation on several visits. On one visit all four cleaners were operating—and I found the dust condition to be intolerable. Natural ventilation was poor and no positive means had been provided for dust control. Possibly I should have visualized such a condition but I had not done so. Thus a new recommendation was submitted to the owners. Many other similar happenings could occur.

Familiarity Breeds Analyses

THE fourth reason is that with each additional visit to your plant the inspector becomes increasingly familiar with it and can analyze hazards more carefully. With each visit he may note some item which at first did not appear worthy of criticism but which on further study actually shows

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. . . many Imperial customers have used our belting continuously since 1912 . . .

some since 1910!

Just as we helped them with their belt problems, so we can help **YOU**. Will you permit us to send you the comparative performance records?

IMPERIAL BELTING COMPANY
1750 S. KILBOURN AVE. CHICAGO

itself to be a possible cause of hazard. He must ask for correction if he is doing his job properly.

We are strong believers in alternating inspectors. We feel that no two men will get exactly the same picture of any risk. What may appear inconsequential to one man may assume greater importance to another. We habitually alternate inspectors so that the property owners may get the greatest possible benefit of multiple opinions.

To take the attitude that because a certain hazard never has caused a fire or accident that it never will, is fallacious. I can illustrate this from an actual experience some years past during an inspection of a garage in a small North Dakota town. The mechanic was washing some greasy parts in a pan of gasoline, calmly smoking a pipe as he did so.

When I protested against his smoking while engaged in such a task he made the statement: "I can drop this pipe right into the pan and it will put it out." He proceeded to puff vigorously (as I backed toward the door) and proved his point by doing just what he said he would—and the fire in the pipe was extinguished.

We know that it was only due to improper mixture of air and vapor

that the gasoline did not ignite. Another time he would only need to be smoking to ignite the rising vapor and be painfully, if not fatally, burned.

Ready to Blow Regularly

YOU have the same condition in your elevator and processing plants. Many times during each day's operations an explosive mixture of dust and air occurs. It may be only for a moment at a time. The rest of the time there might be too little or too much dust to explode; but if a spark, a lighted cigarette, cigar or pipe were in the plant at that particular moment the properties would be no more.

You cannot be too careful to guard against every possible spark from any cause—because we never know when the dust and air mixture is right to explode. The inspector is on constant lookout for possible sparks from any cause, and if found he will immediately ask for correction. He may save your life by so doing; we never know.

The inspector is not out to get you "in bad" with the boss. Our inspectors are instructed to make all recommendations to you at the plant, and it is only when he fails to get cooper-

ation or when the expense of correction is too great for the Superintendent to pass on that reports are made "downtown."

We do not believe that our inspectors "pick on" anyone and I believe that is true of the entire fraternity. Naturally there are occasional clashes of personalities, there are differences of opinion either as to the hazard or method of correction, but I believe that in practically all cases these differences can be worked out to everyone's satisfaction if thought and self control are exercised on both sides.

Practicability A Deciding Factor

NATURALLY, all risks are not alike. What is passed in some old house, due to impracticability or impossibility of correction, would be vigorously opposed during the construction of a new plant. We are not consistent because we try at all times to keep within the range of practicability and what would be prohibitively expensive in a small house might easily be handled in a house of larger capacity and earning power.

To illustrate, a small elevator of say 500,000 bushels capacity is used as a standby house and as a result is only operated occasionally. It is without a dust control system. A mil-

Douglas



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The use of TETRAFUME for the reduction of high moisture and the cooling of heating grain has long been a profitable procedure for grain handlers. Many of our customers have reported some remarkable results from this feature.

Heating and high moisture content in stored grain are conditions usually favorable to insect life. Heating of grain is the result of "breathing" of grain itself and of the insects associated with it. As grain and insects breathe, they take up oxygen and produce carbon dioxide, water and heat. Since grain is a poor conductor of heat, rapid breathing creates more heat than can be carried away by conduction. Temperatures rise and heat damage often occurs. Moisture content is important because moisture is necessary in the procedure of insect life. In grain, breathing takes place with extreme rapidity when moisture content is above 14%. Thus, high moisture and high temperatures increase the breathing rate of both grain and insects. In this manner, "hot spots" are created in a grain bin. If undisturbed, they spread rapidly.

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lion bushel house, operating constantly with larger earnings, also lacks this equipment. A complete dust control system would be desirable in either case, but the inspector questions its economic practicability in the smaller house and decides it is not justifiable for the limited value, due to small amounts of grain handled and infrequency of operation. Consequently he omits the recommendation.

In the larger house he believes that the expenditure is justified by the greater safety provided—and recommends accordingly. We try to govern our recommendations by ability to correct.

There are probably defects in every grain plant that you as superintendent feel should be changed. The downtown office may think you are just a bit “cranky” and put off making the change. If by chance the wished-for improvement eliminates

either a fire or accident hazard the inspector will be only too glad to assist you in getting the improvement made. He can be particularly helpful in those houses which are not owned by your company.

Pays to Be Frank and Earnest

BE frank and honest with the inspector. Answer his questions completely and honestly as it is only by doing so that complete information can be obtained. There are many invisible items that would be of interest to him. If there have been changes in watch service, if there has been unusual activity preceding his inspection, or if anything else of interest has occurred, the inspector would appreciate your telling him of them. He is not limited as to time and will be glad to spend as many hours with you as is required. All information given is considered confi-

dential and will not be discussed at other plants.

For your own protection we recommend that you determine from what organization the inspector comes and his right to inspect your property. We believe a register of all visitors is desirable even in these times. All legitimate inspectors carry credentials which they will gladly show on request. In case of controversy it is always desirable to know the source from which the controversial recommendations came.

In conclusion let me summarize the points you have in common—and the differences between the inspector and yourself:

1. You are both interested in the same thing, i.e., the preservation of property and the safeguarding of human lives.
2. You both realize that a clean plant, with proper safeguards provided, is a more efficient and safer place to work.
 - (a) You have other things on your mind and the maintenance may be neglected.
 - (b) The inspector calls your attention to the unsatisfactory condition and demands improvement.
 - (c) It is hard to divert men to cleaning; it may take overtime work, but when it is done you are glad. You feel better for it. Your house is safer.
3. You are more familiar with your house than the inspector, but because of this very familiarity you may have become callous to removable hazards. The inspector will note these and you will be glad to correct them.

4. The inspector sees all kinds of plants. He can give you advice learned the hard way in other plants that will keep you from taking the knocks.

5. It is the inspector's business to keep abreast of all developments in fire and accident prevention. It is your business to run the plant. He can give you the benefit of the knowledge he has acquired. If possible, take time to go around the plant with him, thus you can each give the other something.

6. Consider all recommendations as friendly, corrective criticisms, not as unreasonable demands. They are made in the interest of mutual benefit.

7. Consider the inspector your friend and be a friend to him.



Sometimes you can break a good rule!

It's usually a wise rule not to plan a chicken dinner before the eggs are hatched.

But not always!

If the “chicken dinner” represents your future, and the “eggs” are financial nest eggs—go ahead and plan!

Especially if your nest eggs are U. S. War Bonds and U. S. Savings Bonds. For your government guarantees that these will hatch out in just 10 years.

Millions of Americans have found them the safest, surest way to save money . . . and they've proved that buying Bonds on the Payroll Savings Plan is the easiest way to pile up dollars that there is.

So keep on buying Savings Bonds at banks, post offices, or on the Payroll Plan.

Then you can count your chickens before they're hatched . . . plan exactly the kind of future you want, and get it!

SAVE THE EASY WAY... BUY YOUR BONDS THROUGH PAYROLL SAVINGS

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Fire Waste at Record High

National fire waste in 1946 has been increasing at the highest rate in history. Loss of life, too, is appalling. Deaths in "conflagration" in 1944 were 35 per cent more than in 1940, according to latest available U. S. Census figures.

For the first ten months of this year our national fire waste was \$458,687,000, or 24.5 per cent higher than the same period in 1945. This ten-month total is higher than any full year total in any year from 1930 to 1945.

If the same rate of increase in losses prevails for the last two months of 1946, this year will be the most wasteful in our history, with a total of \$566,441,395 in useful property burned.

This will be the highest annual total ever known, exceeding 1926, when national fire waste was \$561,980,751. In 1925 the figure was \$559,418,184.

Number of Fires Up, Too

March, 1946, with fire waste of \$53,252,000, was the highest single month record since the National Board of Fire Underwriters began estimating monthly losses in 1929.

If annual totals in these postwar days should continue to follow the trend of the period after World War I, fire destruction in 1953 would run around a billion dollars of property value.

Approximately three out of four fires, of known causes, fall in four main groups involving human carelessness, negligence, inattention or plain accidents. Experts believe that nine out of ten fires in these categories could be prevented by good housekeeping and cultivation of habits of caution and watchfulness. Habits of caution in the home would prevent thousands of useless fires and save thousands of the 10,000 lives that are lost annually through fire.

The Rise of Carelessness

Factory Insurance Association figures emphasize the danger of careless smoking in industrial plants, and show the increase in losses from that cause from 1941 through 1945. Starting with 1941 as a base, match-and-smoking losses were up in 1942, 273 per cent; in 1943 they were 12 per cent over 1942; in 1944, 48 per cent over 1943; and in 1945, 127 per cent over 1944.

Figures for the whole country, compiled by the National Fire Protection Association, show a decrease in 1945

as compared with 1944. With 1941 as a base, 1943 figures show increase of 49 per cent over 1941; 1944 is up 72 per cent over 1943; and 1945 shows a decrease of 11 per cent under 1944.

\$300,000 BLAZE

Fire on Aug. 27 did \$300,000 damage to the elevator, the grain in the elevator, mill and warehouses of the Standard Milling Co. of Lubbock, Tex. There is no connection between this firm and the Standard Milling Co. of Chicago, with plants in Minneapolis, Kansas City, and Buffalo.

BLOW TORCH STARTS FIRE

Sparks from a blow torch, used in salvaging equipment, severely damaged the abandoned Thompson Milling Co., grain elevator in Lockport, N. Y., the night of July 9.

LIGHTNING DOES \$200,000 DAMAGE

Fire broke out at 1:30 a. m. during the height of a heavy thunderstorm on June 10th, doing \$200,000 damage to the Doughboy Mills at New Richmond, Wis. Lightning was thought to have struck.



SPOUTING that FITS!

DAY precision machinery—such as 10 foot shears, rolls, gang punches and other equipment—combined with DAY'S 65 years' experience, accurate layout and skilled workmanship assure dependable and economical fabrication of spouting, elevator leg casings, boots and heads.

DAY DUST CONTROL engineers are always at your service. Write us about your problems.

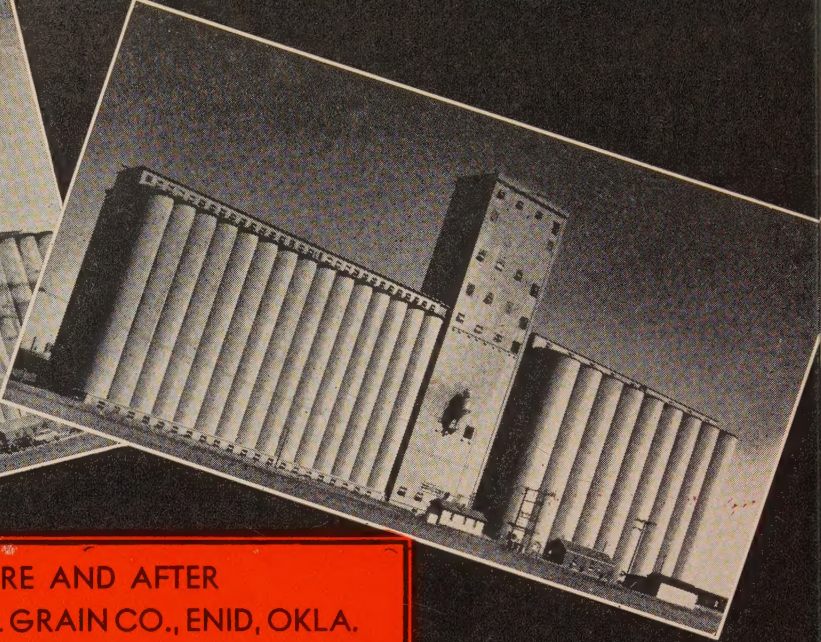
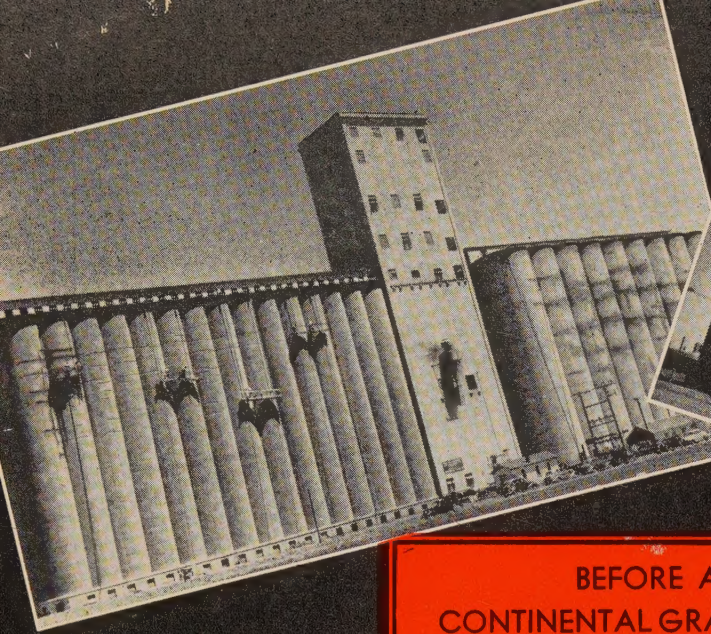
The DAY Company
3 PLANTS for SERVICE and SAVINGS to YOU

In MINNESOTA—Home Office and Plant
814 THIRD AVE. N. E., MINNEAPOLIS 13

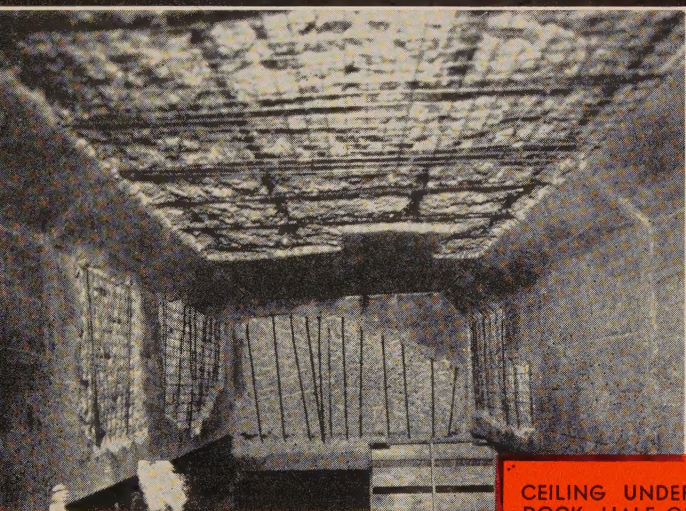
In MISSOURI—1820 Harrison St., Kansas City 8

In CANADA—Ft. William, Ont., P. O. Box 70





BEFORE AND AFTER
CONTINENTAL GRAIN CO., ENID, OKLA.



CEILING UNDER
DOCK; HALF OF
ONE UNIT; 798
UNITS.



GRAIN ELEVATOR,
DOCK AND WARE-
HOUSES, NOR-
FOLK, VIRGINIA.



MOORE-LOWRY FLOUR
MILLS, REA PATTERSON
BRANCH, COFFEYVILLE,
KANSAS.



SEE!

Here's what we mean when we say — Weatherproofing and Restoration jobs done by B. J. Many Company are *expertly* done . . . providing maximum protection against moisture and deterioration.

A B. J. Many Company job costs more; it's worth more; it lasts longer . . . and that's what counts. Cheap materials and faulty workmanship represent false economy.

Plan now for post war protection of your properties. Write

B. J. MANY CO., INC.

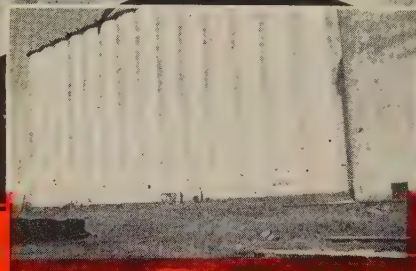
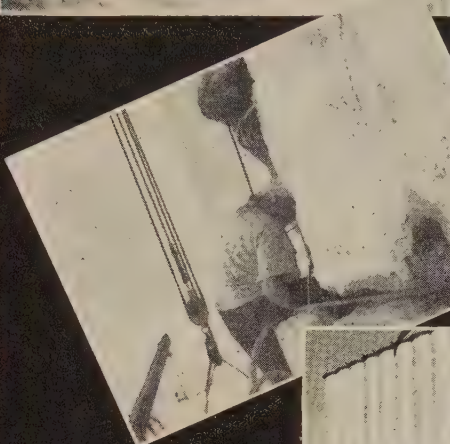
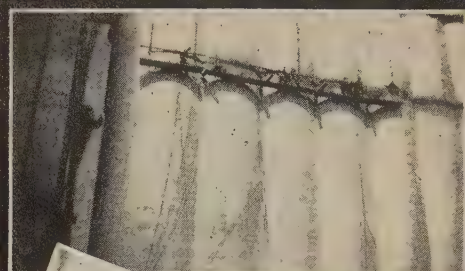
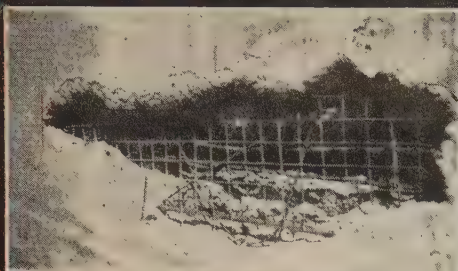
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Detroit 26, Mich. 901 Francis Palms Building

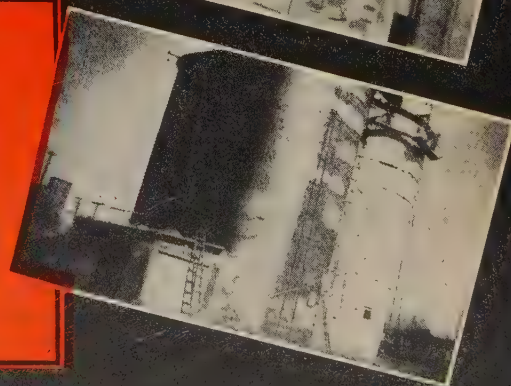
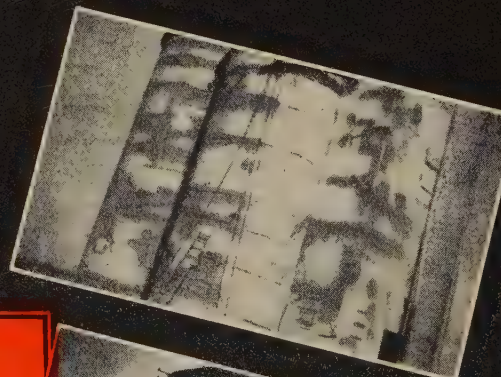
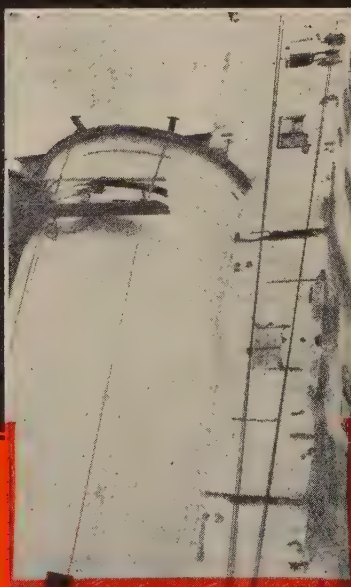
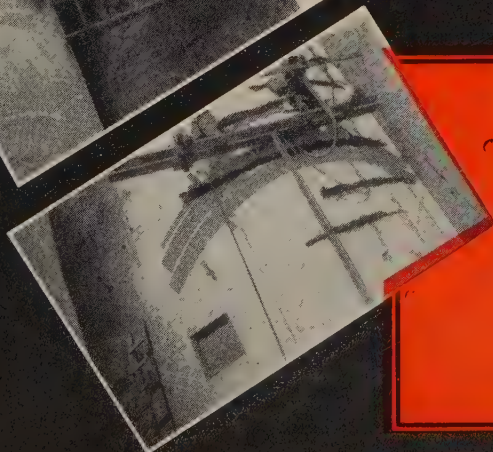
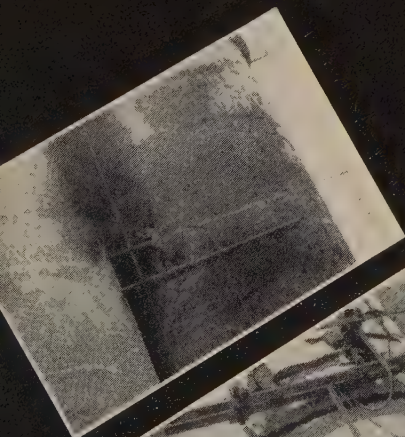
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SECURITY ELEVATOR CO.
HUTCHINSON, KANS.
VIEWS OF ELEVATOR B



SECURITY ELEVATOR CO.
HUTCHINSON, KANS.
VIEWS OF ELEVATOR C

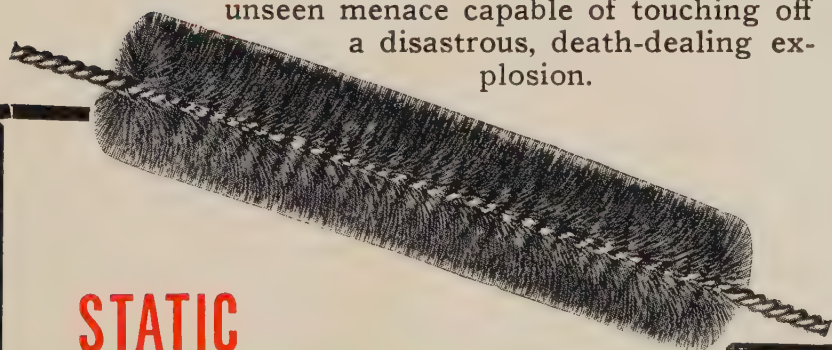


YOU HAVE A RIGHT TO BE *Scared* **STIFF** OF *Static!*

Listen to what David J. Price, an authority, has to say on the subject: "*Static Electricity must be recognized as one of the prominent causes of dust explosions.*"

Another authority, C. J. Mitchell of the Mill Mutual Fire Prevention Bureau recently stated that *dozens of dust explosions have been definitely traced to static charges as igniting factors.*

Mill and elevator belts running over pulleys create hazardous static charges, often as high as 4500 volts. A lurking, unseen menace capable of touching off a disastrous, death-dealing explosion.



STATIC ELIMINATOR BRUSH "A Lightning Rod For Belts"

Made up of thousands of fine, durable brass wire bristles interwoven between two heavy copper wires, the Static Eliminator Brush gathers static, breaks it down and grounds it . . . renders it absolutely harmless.

Easily and quickly installed on any belt and approved by Mill Mutual

Fire Prevention Bureau when properly installed and grounded.

Heed the warnings of authorities. Protect life and property against dangerous static. Avail yourself of this low cost, urgently needed safety measure, *now*. Write for details, today.

Send, too, for the big, new 1944 Seedbuero Catalogue, if you have not already received your copy. Packed from cover to cover with money saving values in modern equipment.

SEEDBURO EQUIPMENT CO.

626 Brooks Bldg.

Chicago 6, Ill.

\$500,000 FIRE LOSS

The Union Elevator Co.'s properties and contents in Endicott, Wash., were damaged or destroyed by fire recently. Loss is placed at \$500,000.

HEADHOUSE DESTROYED

The headhouse of the Goodlander Mills Co., Fort Scott, Kan., was destroyed by a 6:30 a.m. fire on Aug. 23. Same will be replaced with modern fire-proof construction.

CAUSE OF FIRE UNKNOWN

While only \$200 damage was done by a smoldering fire in the Jesse C. Stewart Co. elevator in Pittsburgh recently, nevertheless firemen had to battle for two hours to extinguish the conflagration.

CORN MILL DESTROYED

Completely destroyed by a disastrous fire was the elevator and corn processing plant of the Illinois Cereal Mills, Inc., of Paris, Ill. Starting at midnight, in an oil expeller, flames spread rapidly to quickly envelop the entire plant. No one was injured.

Organized several years ago, the company is headed by Spencer H. Werner, who formerly was associated with a Milwaukee corn processor.

RECHARGING CARBON TET EXTINGUISHERS

Carbon tetrachloride other than that furnished by extinguisher manufacturers may contain impurities that will soon render the extinguisher inoperative, and may permit freezing at subzero temperatures in winter.

As little as .01% water in carbon tetrachloride otherwise chemically pure forms dilute hydrochloric acid. This reacts immediately on brass and lead or solder. If unknown or unapproved liquid is used, the extinguisher manufacturer is relieved of any responsibility, and the user has no recourse if the device fails to operate.

The extinguishing agent supplied by the manufacturer is a special non-conducting liquid, free from water and other impurities, and containing components for depressing the freezing point to about 40° F. below zero. It is usually packed in small amounts in tightly sealed containers, thus preventing the liquid from taking up moisture from the air.

The use of such liquid assures satisfactory extinguisher operation, and an ample supply should be kept on hand to recharge extinguishers after fires and to keep them full at all times.—Mining Safety News.

Dust Explosion Hazards Body to Meet

The Dust Explosion Hazards Committee of the National Fire Protection Association is scheduled to hold its annual meeting in the Conference Room (No. 1039) of the Insurance Exchange, 175 W. Jackson, Chicago, on Feb. 11, according to an announcement from Hylton R. Brown, General Chairman of the committee. A number of changes have been submitted by the chairmen of various sub-committees functioning thereunder which will be presented for discussion, revision, and adoption or rejection.

During the war not a great deal could be done on these codes; however, now some states and municipalities are threatening to write their own regulations unless the NFPA is brought very much up-to-date. Hence constructive suggestions from the industry's practical operators are very much coveted by Mr. Brown, Senior Engineer, Bureau of Mines, Administration Building, College Park, Maryland, and/or by Frank Butt, John S. Metcalf Co., 105 S. La Salle St., Chicago 3. Mr. Butt is chairman of the Terminal Elevator sub-committee.

The Province of Ontario recently came forth with a well-worded code, and passed the necessary legislation to put teeth into its provisions. While complying with its requirements is going to be very costly and take several years, on the other hand some plants will be unable to meet the stipulations and may become extinct.

To date everyone has been so busy that little or no attention has been accorded advices such as the above; however, it is expected that the national and chapter SOGES officers

BURLINGTON HOUSE BURNS

Wayne Brothers grain elevator here in Burlington, completely destroyed by fire on July 5, will be rebuilt as soon as possible, according to Carl Wayne, head of the company. The new structure will arise on the same site, on the waterfront.

Although the cause of the conflagration has not been definitely determined, it is thought the blaze may have started in a 2-inch rat hole some 6 inches off the ground, which hole lead directly into the double wall of the structure. "The fire almost had to be started by someone, either accidentally or on purpose," according to the Fire Chief.—Sam P. Fears, Norris Grain Co., Burlington, Iowa.

and committees will come through with whatever improvements seem most beneficial and constructive well before the deadline date.

ANOTHER DUST EXPLOSION

A dust explosion on June 8 was thought to have started the fire that severely damaged the properties of the Madison (Ind.) Flour Mills.

EXPLOSION FROM BULB

Fortunately only slight damage occurred in a Buffalo plant on July 4th, when dust was thought to have become ignited by a light bulb in the unloading pit.

ANOTHER BLOW-UP

A spark from a motor was thought to be the cause of a dust explosion in the Cosby-Hodges Milling Co.'s elevator on July 17. Company secretary W. Cosby-Hodges placed the damage at \$50,000.

EXPLOSION IN HOUSTON

A dust explosion on the sixth floor of the Arrow Mills plant in Houston blew out 20 windows and ignited flames which followed the flour-filled spouts up to the seventh and then down to the second floor.

Harold Grounds, 25, a spout handler, was injured and hospitalized for burns on his hands and face. A woman employee in the office, some 80 feet away, was blown across the floor by the blast, and the telephone operator reported her switchboard was blown into the air a short distance. Firemen confined the fire to the one floor, and extinguished the blaze in 15 minutes.

FEW EXPLOSIONS IN ENGLAND

The two copies of GRAIN were interesting. What did impress me was that the people in America appear to be more concerned with dust explosions than people over here. Is that because there have been more accidents of a very serious character per annum in America than here? I am taking the copies of GRAIN to a friend of mine this afternoon to peruse. He is one of our top-notch millers, but I don't think he has seen your journal before.—Eric Kelly, Newark, Notts, England.

EMPLOYMENT BUREAU

INSURANCE INSPECTOR WANTED

WANTED: Capable insurance inspector to cover terminal and sub-terminal elevators. Must have had some experience in operating larger plants. Want man, preferably unmarried, between 30 and 35, with clean habits and good recommendations. Attractive salary plus expenses on road. Address 6S3, % "Grain."

SUPERINTENDENT AVAILABLE

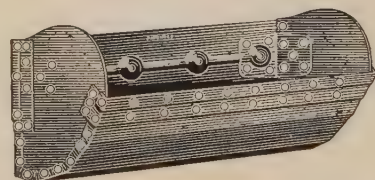
CAPABLE, PROVEN Elevator Superintendent with 30 years' experience is available for someone appreciating loyalty, adeptness, and "all-out" efforts in the firm's behalf. Specialized in barley handling in recent years. Excellent recommendations. Can go anywhere. Write William W. Recker, 475 Chilson Road, RFD 3, Howell, Mich.

ELEVATOR SUPERINTENDENT OPEN

SUPERINTENDENT with 20 years' experience in mill and terminal elevators open for affiliation. Perfect health and eye-sight. Can move anywhere. Good recommendations. Address 6S2, % "Grain."

FLOUR MILL SUPERINTENDENT

FLOUR MILL SUPERINTENDENT is looking for opening requiring unusual talent. Can handle any size plant, either hard or soft wheat. Have had what I consider some of the best experience and training that could be obtained in several of the best and largest flour mills—from which I can furnish convincing evidence of my ability. Conducted successful service for flour mills as a consulting miller, rehabilitating and straightening out many mills throughout the country. Also have been very successful in plant organization and in the handling of men. Address 6S1, % "Grain."



THE FACT STILL REMAINS

that

SUPERIOR ELEVATOR CUPS

are

MADE STRONGER

will

LAST LONGER

have

GREATER CAPACITY

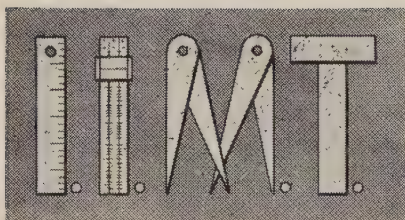
and will operate more efficiently at less cost than other elevator cups.

"DP" - "OK" - "CC" - "V"

write to

K. I. WILLIS CORPORATION
MOLINE, ILLINOIS

for names of distributors
and analysis form No. 20



ARNOLD TO SUPERINTENDENCY

Carl Arnold, who became Assistant to the General Superintendent of the National Milling Division of National Biscuit Co., Toledo, on April 22, was promoted to General Superintendent on Aug. 15.

TO DISCONTINUE FLOUR GRIND

Otto C. G. Roller, one of the best known flour and grain men in southwestern Indiana, retired June 1 when the Tri-County Farm Bureau Co-operative took possession of the Boonville (Ind.) Mills. The plant will discontinue the manufacture of flour, concentrating on feed output.

LUEDEMANN TO COAST; STINNOTT SUCCEEDS

Larry H. Luedemann joined Albers Milling Company at its Oakland, Calif., plant on Aug. 1. He is succeeded at F. W. Stock & Sons, Hillsdale, Mich., by Earl Stinnott of National Milling Division of National Biscuit Co., Toledo. Mr. Luedemann served as Secretary to the AOM District 6 before his departure.

JESS CARTER WITH BEER

It was a very pleasant reminder of the old times when the postman laid your letter on my desk, and believe me it is always a great pleasure to hear from you.

Yes, your report about Jess Carter being Superintendent of the Mt. Claire Elevator for E. H. Beer & Co., is correct. I have not been in touch with him as yet, though I shall, as I am chained to the post, as it were, at the Norris Grain Co.'s Elevator No. 2.

We have a pretty steady flow of trucks taking grain in bags, besides operating a bank of three corn cutters, unloading cars with the old type power shovel, et al, so am kept pretty busy.

I can say, along with many others, that it will be grand when this old world gets the hysteria out of its system and gets down to normal times, with no strikes nor rumors of strikes.—H. William Feemster, Baltimore.

MAKE YOUR PLANS NOW

It's going to be Kansas City for the Society of Grain Elevator Superintendents' eighteenth annual convention, according to word from SOGES Prexy Harold C. Wilber of the A. E. Staley Mfg. Co., Decatur, Ill.

May 15-16-17th are the dates, he advises in suggesting that everyone in the industry circle his calendar now and start making plans for the big event.

The members of the Kansas City SOGES Chapter have been working on the details of this large yearly conference for the past few months and, states SOGES Director Ward Stanley of the Standard Milling Co., considerable progress has been made even at this early date.

The last convention held in this progressive city was in 1938, and to say that the thoroughness of the mechanical and operative discussions and the broadness of the plant management problems were exhaustive and gratifying to everyone in attendance would be a gross understatement. So-o-o-o, why not circle May 15-16-17 on your calendar right now, and pencil in "I want to go this year for sure!"

WHEAT ON THE GROUND

During harvest much wheat had to be dumped on the ground because grain cars were not available. A total of over 5,000,000 bu was dumped in this area. As cars became available the grain was picked up and shipped.

When the embargo went into effect there was about 2,500,000 bu still piled up outside in Oregon, Idaho and Washington. This is being shipped as fast as possible, and unless we get some really bad weather this wheat will be moved with practically no loss.

After facing a car shortage, an embargo, and a strike in a period of two months, the grain dealers who had wheat outside will probably feel like going on a prolonged celebration once the wheat is safely under cover.—Pete Stallcop, Sec'y, Pacific Northwest Grain Dealers Ass'n, Inc., Spokane, Wn.

SAYS HE NEEDS IT

By the way, I need "GRAIN" for another year, and so am enclosing my check for two dollars to pay for same.—Wm. J. Porter, Russell-Miller Milling Co., Grand Forks, No. Dak.

CARLOADINGS INCREASING

Carloadings of grain and grain products during the current term have increased from the point of where they were 15% under those of the corresponding week of last year and 0.9% under the year before, to the last week reported herewith where they are now 9.2% under loadings of last year and 3.9% above those of two years ago and were as follows:

	1946	1945	1944
Oct. 5	47,227	52,030	45,448
Sept. 28	49,036	53,941	50,012
Sept. 21	48,174	55,624	49,832
Sept. 14	50,577	59,509	50,128

Cumulative loadings for the first 40 weeks of the year, ending with Oct. 5, totaled 1,889,643 cars in 1946, a decrease of 9.5% under the 2,087,123 cars dispatched during the first forty weeks of 1945, and 1,935,838 during the same period of 1944, for a 2.4% decrease.

Unions Object to St. Lawrence Seaway

Calling the St. Lawrence Seaway "a permanent unemployment project," 17 railway unions, representing practically all organized railroad employees in New Jersey, recently voiced their opposition to the construction of the proposed waterway and power project.

Excerpts from a statement issued by George F. Conway, New Jersey State Legislative Representative, Order of Railway Conductors, in behalf of the unions and signed by them, follow:

"The project will cost a billion to build and millions to run; lost traffic and jobs; rob America's railroads of \$100,000,000 a year in freight revenue; equivalent to a lifelong layoff for some 20,000 American railroaders; a toll-free waterway would cost millions more tax dollars each year to operate and maintain.

"Water-power electric plant, part of the project, would be in a region already well served by coal-burning power plants; still further injure the coal-mining industry, the biggest customer of America's railroads."

It goes without saying that grain handlers and processors are almost universally opposed to the expenditure.

All Read It

"Grain" is routed to all interested parties in the plant.—C. G. Wallman, Plant Engineer, The Canada Starch Co., Ltd., Cardinal, Ont.

ATTENDS CHEMICAL SHOW

Attended the 20th Exposition of Chemical Industries held at the Grand Central Palace in New York for the SOGES. Intense interest was manifested by the crowded attendance of men in industry.



I spent about six hours looking over the exhibits located on four floors of the building, but the one that attracted the most attention was the atomic energy exhibit consisting of 12 illuminated panels showing the proper use of nuclear energy.

To my mind the exhibition was more like a mechanical engineering exhibit showing all new and improved types of mechanical machinery now being used for reconversion activities, —and to describe these displays would fill a book.

There were the usual dust collectors exhibited, and one bag type had a new, quick device for replacing the bags in 12 seconds. All types of conveyors now being used were demonstrated. However, it struck me that one type of pneumatic air unit shown may be an answer to some of the grain handling problems after a few more months of experimentation.

Several worth while magnetic separators were demonstrated which would remove the spark hazard arising in grain handling and processing plants from stray pieces of metal. I strongly feel that all industrialists should take advantage of these new and improved appliances demonstrated here, in order to keep their respective plants in a profitable and SAFE condition.—Wm. F. Schaediger, retired, Corn Products Refining Co., North Berger, N. J.

SOME PULLING POWER

Ten years ago, when this publication was first established, post cards were enclosed with each issue so that readers might check off items about which they wished to have more information.

We couldn't believe our eyes when a card imprinted with a July 1936 issuance date came in during the past month from St. Joseph, Mo., but when another card bearing exactly the same date came in several weeks later from Port Arthur, then we knew anything can happen hereafter.

Some pulling power, we think.

Why your Dow distributor is your best fumigation source

Food processors and vendors everywhere depend more and more on the *reliable* fumigant distributor.

That's because fumigation is *more* than a business. It's a technique—a way of achieving fullest protection against marauding insects and rodents which would otherwise become an unbearable problem to the entire food industry—and to the nation.

To distributors of Dow fumigants—responsible men who *know* fumigation—have come many requests for fumigation services. The reason is clear: Distributors, operators and engineers—with their own reputations

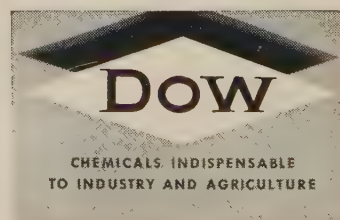
at stake on every job—have found in DOW METHYL BROMIDE, DOW CHLOROPICRIN and other Dow fumigants dependable quality which matches their own high standards of service.

Outstanding distributors and operators know that they can safely recommend Dow fumigants to their best customers because each product is designed to do the job and do it right.

No wonder fumigation customers say: "The way to get *good* fumigation is to look for the reliable supplier who offers *Dow* fumigants!"

WHEREVER RESULTS COUNT—
DEPEND ON THE FUMIGANT DEALER
WHO KNOWS!

THE DOW CHEMICAL COMPANY • MIDLAND, MICH.
New York • Boston • Philadelphia • Washington • Cleveland • Detroit
Chicago • St. Louis • Houston • San Francisco • Los Angeles • Seattle



SAFETY FILMS

Where can I get a series of safety films to show before our employees on an organized program? We are intensely interested in keeping up our accident prevention work.—Charles J. Winters, Superintendent, Public Grain Elevator, New Orleans.

Ans.: Steve Halac, The Glidden Co., 5165 W. Moffat St., Chicago 39, has quite an extensive library of safety films. As Assistant Chairman of the SOGES Safety Committee, he also takes care of the association's films—which are available to everyone.

HAMMERSTEIN WITH ALPEN BRAU

Chester W. Hammerstein, formerly with Anheuser-Busch, Inc., St. Louis, is now associated with the Alpen Brau Brewery of the same city. He was incorrectly reported as having joined with another firm some time ago.

While with Anheuser-Busch, Mr. Hammerstein was an enthusiastic member of the Superintendents' Society. However, his present connection does not operate a malt house.

A weed is a plant whose virtues have not yet been discovered.—Gil Lane.

SAFETY BELLS AT PIONEER STEEL

New safety warning bells have been installed at both ends of the track side of the Pioneer Steel Elevator in Minneapolis to warn everyone within listening distance whenever the carpuller is in motion.

NO PERMANENT STAFF YET

Due to the fact that the extraction plant will not be in operation until the end of the first quarter of next year, we have not set up a permanent organization in Bellevue, Ohio, other than that of Mr. Harry Stokely as Works Manager of the entire plant, including the elevator. While we are utilizing the elevator section of this project this year to store beans, we are manning it with temporary supervision moved from some of our other elevators.—Theodore C. Jewett, General Superintendent, Spencer Kellogg & Sons, Inc., Buffalo.

BAG A DEER (NOT DEAR)

I managed to get away for a week's hunting and was lucky enough to grab off a deer the first morning out.—J. Bruce Winfield, CPR Elevator, Port McNicoll, Ont.

FRANK DENNIS LEAVES

Frank Dennis, Plant Superintendent for Archer-Daniels-Midland Co., Chicago, left on Oct. 31, after being with the company for 25 years, to engage in the grocery business with friends in Colorado Springs, Colo., his old home town. He was an active director of the Chicago SOGES Chapter.

DON'T THINK ABOUT GRAIN

Grain is not thought of here, except when bread is hard to get. The mills were closed a while, because of strikes, but no one paid any attention. We are so used to some kind of a strike going on that no one bothers about them.

Admit I frequently miss the smell of grain in an elevator and the contacts with friends in the plants. Was in Victoria, B. C., recently. The elevator there looked as though it had been closed a long time. Tacoma has a large elevator, too.

Mighty good reading in the recently received copies of GRAIN. My friend Gilbert Schenk had been sick a long time. He was one grand soul. Glad to get GRAIN and its news.—Frank A. Peterson, 3012 Walnut Ave., Seattle 6, Wn.

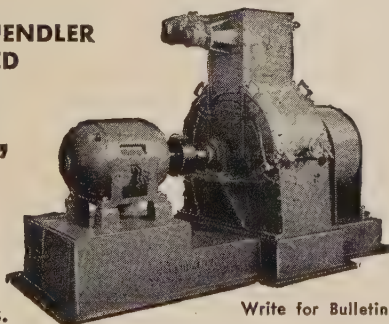
For Cooler and More Uniform FINE GRINDING Together with Large Capacity . . .

Look to the GRUENDLER SLOW SPEED

"PEERLESS ARISTOCRAT"

FINE GRINDER

... Has the new type Screen Lock for fast screen changes.



Write for Bulletin

The new and improved patented features of the "ARISTOCRAT", so outstanding, have won the approval of the Commercial Feed Millers,—over one hundred of the large 150 H.P. "Aristocrat Units" have been installed in Commercial Feed Plants in the past two years.

For large production and fine uniform grinding of all free flowing grain and for the regrinding of dehydrated or sun-cured alfalfa you will find the Aristocrat Grinder your choice.

Also Mfrs. of Custom Feed Grinders

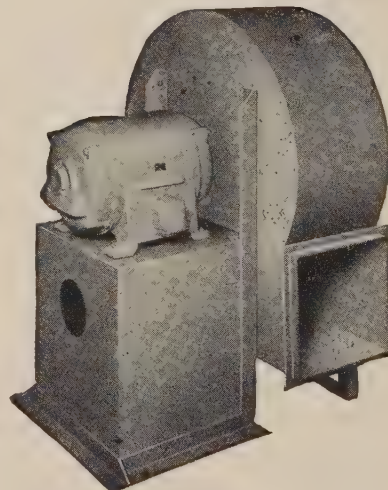


GRUENDLER
CRUSHER & PULVERIZER CO. ST. LOUIS 6, MO.

"GENERAL" BLOWERS AND EXHAUSTERS

Improved designs of all types for every

ELEVATOR AND MILL SERVICE



Steel Plate Exhauster

Steel Plate Blowers and Exhausters—

For air moving material handling.

Disc and Propeller Fans—

For ventilation and dust disposal.

Industrial Vacuum Cleaners—

For dust and spillage pick-up.

Roof Ventilators—

In rotary and stationary styles.

GENERAL BLOWER CO.

Engineers and Manufacturers

Factory and Offices
8604 Ferris Ave.
MORTON GROVE, ILL.

District Sales
506 N. Dearborn St.
CHICAGO 10, ILL.



JACK KITCHING NOW SUPER

Jack Kitching is now Superintendent of the G.L.F. Elevator in Buffalo, succeeding Ray Finley, who retired on Oct. 1.

SALISBURY AND JOHNSON NOW

Royce Salisbury and Roy Johnson are now the two Superintendents in charge of our company's East St. Louis terminal.—Andy Olson, Cargill, Inc., Kansas City.

LUDWIG SUCCEEDS STALLINGS

G. T. Ludwig, formerly Director of Industrial Relations, is now plant manager at Joseph E. Seagram & Sons, Inc., Louisville. He succeeded E. M. Stallings, who in turn was preceded by V. Wellnitz.

BECOMES PLANT SUPER

M. E. Staed has been named Superintendent of the Visalia, Calif., plant for Ralston-Purina Co., effective Jan. 1. A soybean specialist in the Production Department, Mr. Staed joined the firm in 1933.

DONOVAN IN CHARGE

Leo B. Donovan, previously Foreman under Smith Champlin before the latter's transfer to the Superintendency of A-D-M's Soo Elevator at Minneapolis, will be in charge of the company's Delmar 4 Elevator for the present.

BECOMES PRODUCTION MANAGER

J. F. Jones has been promoted to Production Manager of Ralston-Purina's California division. Previously he was Superintendent of the company's St. Louis Sanitation plant. He has been with the firm for the past 10 years.

SMITHSON TO COAST

Ross B. Smithson, superintendent of the Ralston-Purina plant at Denver, has been appointed production manager of the company's Pacific Coast plants, succeeding H. D. Thomas, resigned. Succeeding Mr. Smithson will be Con Hingher, recently of the company's Minneapolis plant.

Mr. Smithson joined Ralston at its Nashville, Tenn., plant in 1920 in the maintenance department, became a foreman a year later, moved to Kansas City as elevator foreman, and successively became mill foreman and assistant superintendent. In 1928 he

moved to Woodstock (Ont.) as superintendent, and a year later took over at Denver.

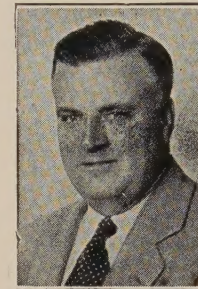
Mr. Hingher was night foreman at the Blatchford Calf Meal Co.'s plant in Waukegan, Ill., and later became second miller at the Longmont Farmers Flour Mill in Denver. After being away for ten years, Con joined Ralston at Denver as a grinder man, moved up to elevator foreman, then to mill foreman, and was finally named superintendent at Minneapolis. He returned to Denver last June as assistant Super.

PATERSON MEMORIAL TO LOST SAILORS

Over 500 attended the unveiling ceremonies of the Paterson Sailors Memorial on Aug. 13, at Sailors Park, Fort William. The memorial was erected by Senator Norman M. Paterson, founder of N. M. Paterson & Co., Ltd., and of Paterson Steamships, Ltd., in memory of the 58 men who paid the supreme sacrifice in World War II serving aboard the company's boats.

When the strains of "O Canada," played by the Fort William City Band, were concluded, Senator Paterson opened the dedication program with a brief address in which he outlined the part played during the war by the Paterson fleet of lower lake vessels in the carrying of much needed bauxite ore from British and Dutch Guiana in South America to allied bases. Shallow draught ships were required because of the shallow Guiana coastal waters.

The Senator told of the loss of 58 worthy officers and men through enemy action. The Germans, attempting to stop the flow of bauxite, were continually sending submarines against the defenseless canalers. Altogether six Paterson ships were lost in this service.



Conceived and executed in grey granite and bronze, SOGES' Percy Poulton devoted a great deal of time and thought to its preparation, as well as to the beautifully colored and artistically

designed program. "Credit for the realization of the whole project is due to Mr. Poulton, Superintendent of the Paterson terminal elevator," Senator Paterson said at the dedication. "No praise I can give him is too great."

A reception after the dedication followed in the company's offices adjacent to Elevator "O."

LYLE RETURNS TO BUFFALO

John H. Lyle, formerly with Ralston-Purina Co. at Buffalo and later with Schreiber Grain & Milling Co. of St. Joseph, Mo., has returned to Buffalo. For some time he successfully operated a restaurant in St. Joseph—a life-long desire. His present address, as given us by Jess Pugh of The Quaker Oats Co., St. Joe, is 232 Villa Ave.

Specify **THE "HAMMOND" Line**

IT'S THE TOPS—IN BUCKETS—CONVEYOR—HANGERS—BOX ENDS—END THRUSTS AND ACCESSORIES

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SECTIONAL FLIGHT

STREAM-LINED HANGERS

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The bucket that offers highest efficiency in elevating granular materials. Guaranteed to increase capacities from 10% to 100%.

"NU-TYPE"
Nothing like it for elevating soft stocks or sticky material. Doesn't pack. Discharges clean.

"SALEM"
Long a favorite, still a leader. Manufactured in standard and heavy gauges to handle all types of materials.

The "Ace" Anti-Friction Countershaft Box End. A revolutionary improvement in Conveyor Drives.

Screw Conveyor Corporation
707 HOFFMAN ST. HAMMOND, IND.
ENGINEERS MANUFACTURERS
TRADE MARK REG. PRODUCTS U.S. PAT. OFFICE

RAY FINLEY RETIRES

Ray Finley, jovial, well-known and widely admired, has retired. And with his retirement ends 100 years of friendly Finleys on the docks at Buffalo. But his October 1st pensioning does not mean that Ray won't be around to visit regularly, for after spending 50 of his 67 years in the business it will be difficult to stay away from the invigorating smell of grain dust for any length of time.



He started in at the old Dakota Elevator, owned by the Buffalo Elevating Co., where his Dad was the Super. His two brothers, Chester and Earl, were employed there also. In 1901 the old Dakota burned down, according to G.L.F. Plant Manager H. J. McClain, but a new one arose in its place. Ray was clerk there until 1925, then he took over the Superintendent's post until 1927.

From the Dakota he took over the old Pierce Elevator in 1928, and continued on as Super after the Co-operative G. L. F. Mills, Inc., purchased the house a year later. Two hundred and forty pounds of friendliness, Ray has earned the rest he is going to get

from now on. His many friends wish him boatloads of happiness.

MAIRS TO DICKINSON FEED MILL

George G. Mairs has succeeded Clare Cornelison as Superintendent of A-D-M's Dickinson Feed Mill in Minneapolis.

SECRIST SUCCEEDS

Paul Secrist, formerly with Cargill, Inc., has succeeded Leo E. Foster as Elevator Superintendent at the Waggoner-Gates Milling Co., Independence, Mo.

ALTHOFF DIES

Charles Althoff, Superintendent of the J. F. Imbs Milling Co.'s grain handling and processing properties at Belleville, Ill., died unexpectedly on Sept. 1.

TURNING RECUPERATING

Clarence W. Turning, long Safety Contest Director for the Society of Grain Elevator Superintendents, is recuperating satisfactorily after a prolonged illness. Coming in contact with the grain handling and processing interests through his dock safety work, Clarence took a hold of the Society's accident prevention efforts many years ago, carrying them

through to their present high standards.

JAKE KINTZ BETTER

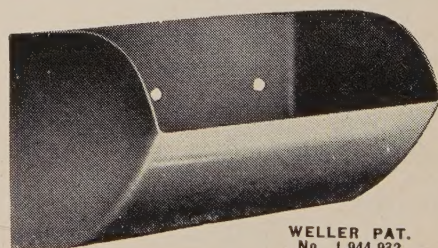
Jake Kintz, widely known popular head of the J. C. Kintz Co., of Cedar Rapids, is recuperating from his recent severe illness. Returning home after an extended hospitalization, Jake rested for several months before he was strong enough in the doctor's eyes, to attempt a trip to Florida.

Spending an increasing amount of time in the sun's beneficial rays each day, he recently wrote: Seven weeks of the hospital was enough for me, and I never want to go through it again. Was a pretty sick bird and the old devil himself, sat on the end of the bed waiting for me. But, being enough Scot and Irish, I just wasn't ready to go "over the hill." Lost 30 pounds while in the hospital and, as you know, from what I had to start with, I looked like a picked mud-hen when I came out—just skin and bones.

Mrs. Kintz and the office staff are handling the affairs of the business, "probably better than if I was on the job," Jake adds with a chuckle.

SOMETHING NEW HAS BEEN ADDED

Mr. and Mrs. Frank E. Blodgett were blessed with the arrival of a daughter on Oct. 28th. Mr. Blodgett has long been associated with The Weevil-Cide Co. of Kansas City.



WHY WAIT UNTIL THE WELL RUNS DRY?

Inspected your elevator buckets lately? Look as though they will require replacing, maybe six months or so from now? If so, why not place your order immediately for future delivery . . . rather than wait until the last minute and risk delayed shipments when the need for new buckets becomes urgent. Send for Form 35. Learn how much increased capacity you can get from your elevator legs with the

CALUMET SUPER CAPACITY ELEVATOR **CUP**

B. I. WELLER CO.

327 S. La Salle St.

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GAS MASKS — FULL VISION TYPE

Replacement canisters for all types of MASKS and GASES and SMOKE

DUST RESPIRATORS,
DUSTFOE — PULMOSAN — DUPORS

For all types hazard dusts

J. C. KINTZ CO.

Machinery & Supplies

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CEDAR RAPIDS, IOWA

HIGH CAPACITY GRAIN CLEANING EQUIPMENT for TERMINAL ELEVATORS!



New Disc-Cylinder Catalog Just Published. Write for Your Copy.

Hart-Carter offers a complete line of special, heavy-duty cleaners for terminal elevators. Included are the 2564 Carter Disc-Cylinder Separator, combining discs and cylinders; and the all-cylinder 45 Hart Uni-flow Grain Separator. These machines offer a profitable answer to whatever cleaning, grading, separating or processing jobs you may be called on to handle.

HART-CARTER COMPANY

670 Nineteenth Ave. N.E.

Minneapolis, Minn.



Weevil-Cide SPLITTERS

RECIPE

The way to make a peach cordial:
Buy her a drink.

* * *

EXCEPTION

On a Sunday morning when it had been arranged to have the young men's group occupy the first six pews in the church, the minister preached a forceful sermon on the Ten Commandments. As he emphasized each Commandment in turn, the minister seemed to glance frequently at Jack and Ted, two of the less pious members of the group.

As the two young fellows walked out of the church after the services, Jack said to Ted, "Seemed like he was sort of hittin' at us, didn't it?"

"Maybe so," responded Ted. "Anyway there's one thing—he can't say we've ever made any graven images."

* * *

FARMING HINTS

We asked Jack about those Hawaiian hula gals. "It's like this," he explained. "In doing the hula a beautiful young girl puts one crop of grass around her wrist and another crop of grass around her waist—and then she rotates her crops."

* * *

HELP WANTED

Non-working guy: "Will you marry me?"

Working gal: "No, I'm afraid not."

Non-working guy: "Oh, come on, be a support."

BREVITY

Father: "I'm busy. Be short.
Son: "I will. I am."

* * *

WHEREABOUTS KNOWN

Lady on telephone: "Yes, dear... That's all right... Don't hurry... Enjoy yourself... Good-bye."

And as she turned from the phone, her gentleman visitor asked, "Who was that?"

"My husband," said she.

"What did he want?" asked he.

"Oh, he just called to tell me that he'd be late getting home tonight. He's downtown playing poker with you and a bunch of the boys."

* * *

NO CHANGE DESIRED

Lucy: "Nobody will ever care for me."

Jim: "Don't say that, Lucy. After all, in this world there's a man for every woman. It's a wonderful arrangement."

Lucy: "Believe me, I don't want to change it—I just want to get in on it."

* * *

CLASSIFIED

The old lady was introducing the new deacon to her husband, who was a little deaf and a Republican.

"Darling," she said, "this is the new deacon."

"New Dealer?" murmured the old gent quizzically.

"No, my dear, not New Dealer; new deacon, new deacon," she repeated. "He's the son of a bishop."

Her husband shook his head wisely. "They all are," he sighed.

* * *

GROUNDS FOR SUSPICION

"I'm sure my husband is unfaithful to me," an Irishwoman remarked. "Not one of the children look like him."

REPUTATION BLEMISHED

A well-known sales executive fell in love with a young widow and decided to marry her. For the sake of prudence he hired a private detective agency to get a character report on her. The operator's report read:

"This lady has a fine reputation. Her past is without a blemish. She has a circle of impeccable friends. The only breath of scandal is that lately she's been going around with a sales executive of doubtful reputation."

* * *

QUICK RECOVERY

The young bridegroom starting on his honeymoon made the quite natural mistake of purchasing only one ticket for the trip.

"Why, Harry," complained the bride, "you bought only one ticket!"

"Well, what do you know about that!" exclaimed the quick-witted groom. "I forgot myself entirely."
—From Your Life Magazine.

* * *

THE WINNER

He came home with some candy concealed in his coat pocket.

"Now, children," he said, "who has been the most obedient during the last month, and done everything mother asked?"

"You, daddy," the oldest youngster replied.—From Coronet.

* * *

GRATITUDE

Bridget, the maid, had just been discharged. Extracting a \$5.00 bill from her roll, she threw it to Fido.

Then the startled mistress heard her say: "Sur'n I niver fergit a friend. That's for helpin' me wash the dishes."



THE

Weevil-Cide

COMPANY

THE DEPENDABLE GRAIN FUMIGANT

1110 HICKORY STREET
KANSAS CITY, MO.



OUTSIDE! **ROUGHNECK!**

Like all bad actors, there's just one safe and sane way to deal with a Dust Explosion . . . oust it, *quick!*

And *that's* what Robertson Safety Ventilators are designed to accomplish. Dangerous fine dust is *continuously* vented from your elevator legs by unfailing gravity action. Which means *far less* likelihood of dust explosions.

If by remote chance, a blast develops, it is instantly *ousted* through the Robertson Safety Ventilators mounted on the elevator leg.

H. H. ROBERTSON CO.

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